(b) and (c) The views of the Association and that of the Management alongwith the comparative costs and availability have been placed before the board for consideration.

Public sector shipyard

590. SHRI TIRUCHI SIVA: Will the Minister of SHIPPING be pleased to state:

(a) the number of ship-yard in the country;

(b) out of these, how many are in the public sector; and

(c) what is the share of public sector ship-yards in the overall ship-building business in the country?

THE MINISTER OF SHIPPING (SHRI G. K. VASAN): (a) and (b) There are about 27 shipyards in the country of which, 8 shipyards are in the Public Sector. There are three shipyards under the administrative control of the Ministry of Shipping *viz*, Cochin Shipyard Ltd., Kochi, Hindustan Shipyard Ltd., Visakhapatnam and Hooghly Dock & Port Engineers Ltd., Kolkata and three shipyards under the administrative control of Ministry of Defence *viz.* Mazagaon Dock Ltd., Mumbai. Garden Reach Ship Builders and Engineers Ltd., Kolkata and Goa Shipyard Ltd., Goa. Two shipyards *viz.* Alcock Ashdown & (Co Gujarat Ltd.) & Shalimar Works Ltd. (1980) are under the administrative control of State Government of Gujarat and State Government of West Bengal respectively.

(c) Shipbuilding industry is not a licensed industry. There is no audited and authenticated data available to calculate the share of Public Sector Shipyards in the overall ship building business in the country. However, from published data on turn over etc. it can be stated that the Central Public Sector shipyards under the Ministry of Shipping have a market share of about 35% in the commercial ship building market excluding defence ship building.

Hiring of Harbour tugs by Mumbai Port Trust

591. SHRI SYED AZEEZ PASHA:

SHRI D. RAJA:

Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that the Mumbai Port Trust administration has decided to commission four hired harbour tugs on contract basis for the Port operations like towing operations for shipping movements of the ships called at Mumbai Port and for its future requirements;

(b) whether this said decision of the Port management has been opposed by the labour unions at Mumbai Port on the grounds that contracted labour of outside private agencies should not be engaged for discharging the regular and perennial nature of job like shipping movements in the port area which would be contrary to the provisions of labour law; and